

10/538,829

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SILVERMAN AND ASSOCS

PAGE 07/23

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Amtd. dated October 12, 2009  
Reply to Office Action May 11, 2009

and rain as they walk from one part to the other of the inventive mixed-use pedestrian-oriented parking structure at either a first level street crossing or mixed-mode corridor 206, or at said second level mixed-used crossover 208.

*KMD*  
*oh710*

4. On page 10, please amend the ~~second~~ paragraph to:

Further shown in Fig. 1 is a buffer corridor 232 into which HVAC 233 and other environmental facilities may be placed [[233]]. As shown in Fig. 2, Corridor pedestrian ground space 215 is a preferably ground level pedestrian-oriented corridor situated between parts 200 and 202 of the multi-level garage.

5. On page 12, please amend the second paragraph to:

The present invention also provides for said parallel parking 227 along the outer edge of the parking deck 216, said angled parking 226 at the center, said central air/light well or atrium 228 along a center axis of a generally rectangle-shaped, very narrow, garage facility and, optionally, said air/light well or atrium 228 between the parking and liner building components of the mixed-use pedestrian-oriented parking structure. A one-directional driving corridor or parking access isle (see arrows of Fig. 1) thereby provides an opportunity to build a matched pair or more of garages with a third floor vehicular cross-over 204 to structurally integrate with a second floor mixed-use crossover 208 for retail, restaurant or mixed-use activities and to provide cover for mid-

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block, at grade ground pedestrian crossings and mixed-mode corridors [[214]] 215. The narrow width of the garage (approximately 90-115 feet) allows for structural columns 218 to be moved to the perimeter of the parking structure or within said air/light well or atrium 228 to thereby avoid shadowing within the parking garage and improve user safety. The narrow characteristic of such garage also makes for an easier application of use of the liner building, given the space needs of retail, office and other commercial or residential uses and the typical dimensions of a city block.

KMO  
Cohilo  
6. On page 13, please amend the ~~fourth~~ <sup>third</sup> paragraph to:

In Fig. 7 is shown the manner in which groups of parking garages and ~~liner~~ buildings 200 and 202 and liner buildings described above may be used in considerable numbers to surround specific common space 260 which includes publically significant structures such as a city hall, museums, arenas, stadiums, or other sports complex, cultural centers, and other large public facilities, parks, markets, churches, theatres, educational or healthcare facilities, and libraries or to surround an entire town or entertainment district or the like.